



Status of Recommendations Issued by GAO, OIG, and NTSB

Jeffrey K. Miller

Chief

Strategic Planning and Program Evaluation Division

December 2008





Oversight Organizations

- The **Government Accountability Office (GAO)** conducts audits of Federal agency programs, activities, and expenditures, primarily to help Congress decide if public money is being spent effectively. Most GAO audits are initiated by Congress-either directly or through legislation.
- The **Office of Inspector General (OIG)** works within the Department of Transportation to promote effectiveness and prevent waste, fraud and mismanagement in departmental programs. OIG does this through audits and investigations and often consults with the Congress about programs in progress and proposed new laws and regulations. OIG has a dual reporting relationship and must keep the Agency head and Congress fully and currently informed.
- The **National Transportation Safety Board (NTSB)** is an independent Federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in the other modes of transportation -- railroad, highway, marine and pipeline. NTSB issues safety recommendations aimed at preventing future accidents.





Top Challenges Identified by Oversight Organizations

GAO Transition Issues

- Maintaining and Improving Our Nation's Mobility
- Financing the Nation's Transportation System
- Improving Transportation Safety
- Transition to NextGen
- Increasing Performance and Accountability
- Increasing Energy Efficiency
- Building Human Capital Strategies
- Improving Financial Management



Top Challenges Identified by Oversight Organizations

2009 OIG Top Management Challenges

- Protecting against increasing cyber security risks and enhancing the protection of personally identifiable information. Implementing a robust information security program to protect the Department's data and operations.
- Improving contract operations and maintaining procurement integrity.
- Enhancing and deploying programs for reducing the serious consequences of surface transportation crashes.
 - Promoting consistent state highway safety performance indicators to measure progress.
 - Targeting unsafe motor carriers and commercial motor vehicle drivers for enforcement.
 - Enhancing the Commercial Driver's License program by enforcing existing standards and adopting new standards.



Top Challenges Identified by Oversight Organizations

NTSB's Most Wanted Transportation Safety Improvements - 2009

- **Restrict the Use of Cellular Telephones**
 - *H-06-27 (Prohibit cellular phone use by CDL drivers with passenger carrier endorsement)*
 - Classification on MWL: Acceptable, Yellow: Progressing slowly
- **Require the use of EOBRs**
 - *H-07-41 (Mandate EOBRs)*
 - Classification on MWL: Unacceptable, Red: No Progress
- **Improve the Safety of Motor Carrier Operations**
 - *H-99-6 (Change safety fitness rating methodology)*
 - Classification on MWL: Acceptable, Yellow: Progressing slowly
- **Prevent Medically Unqualified Drivers from Operating Commercial Vehicles**
 - *H-01-17 (Ensure qualifications of medical examiners)*
 - *H-01-18 (Recording/tracking prior applications)*
 - *H-01-19 (Regs periodically updated)*
 - *H-01-20 (Guidance for medical examiners)*
 - *H-02-21 (Prevent inappropriate issuance)*
 - *H-01-22 (Law enforcement identifies invalid certs)*
 - *H-01-23 (Law enforcement prevents uncertified drivers)*
 - *H-01-24 (Recording/tracking med conditions between exams)*
 - Classification on MWL: Unacceptable, Red: No Progress





Statistics (FY 2008): NTSB, GAO, OIG Recommendations

NTSB

39 Open Recommendations

Issued: 2 issued since October 2007

Closed: 1 closed since October 2007

GAO

18 Open Recommendations

Issued: 2 issued since October 2007

Closed: 3 closed since October 2007

OIG

19 Open Recommendations

Issued: 9 issued since October 2007

Closed: 12 closed since October 2007

76 Open Recommendations

